

Pilot Car Returns From Garden Island Sporting Yet Another Auto Record

Adventurous Dodge Braves Sea At Hanalei Bay But Nearly Pays Big Price For Its Temerity When It Was Caught In the Sands By Breaker

AFTER completing a twelve-day tour of the scenic points and tourist attractions of Kauai, compelling road and motor travel information and gathering numerous photographs, The Advertiser Pilot Car party returned yesterday morning from the Garden Isle with another automobile record.

The last four days of the stay on Kauai were devoted to the windward side of the island, from Lihue to Hanalei Bay and beyond and up to Waialeale Falls.

It was at Hanalei Bay that the sturdy Dodge Brothers machine established the third mark for the trip for adventurous motorists to shoot at. Here the pilot car went farthest out to sea, surpassing in thrill and adventure the two mountain road trips—Olokele Spillway and Puaka Falls—when "fourth rest up" marks were made.

Driving along Hanalei beach last Thursday morning, the machine was piloted close to the waves by a photograph with the beautiful bay in the background. A few seconds too long a stop, an incoming wave that swept under the wheels and the car was caught in the sands.

Within a short time the rising tide had finished the job and The Advertiser Pilot Car was farthest out to sea of any car ever driven on the island. The waves swept up the long level beach under the car and ten or fifteen feet beyond. The water was washed up over the hubs and the running boards and, as the car settled down, over the tops of the wheels.

For three hours the pilot car was stalled in the sand, but only for a short time in this perilous position. Quick work and the able aid of residents and visitors to Hanalei soon effected a rescue of the machine from the wet, soft sand and the hungry waves. Healed straight out to sea, down at the head end stalled deep in the waters of Hanalei Bay, the pilot car presented a unique and sorry spectacle on the quiet strand of Kauai's most beautiful beach.

Sweepers were packed about the engine to keep out the salt water, and carpets and sacks packed in front of the radiator. Then by means of a heavy beam as a lever, the wheels of the car were lifted one by one out of their firm position in the sand and piles of short boards built under them. The work was done while the tide continually drove under and around the car, which now stood in about a foot or two of water.

Robert Kanilike, a cowboy, gave valuable assistance at this point by tying his lariats to the back of the car, taking a dip about his saddle and lending the full power of his mount. Meanwhile a half a dozen of those working to rescue the car tackled the wheels, and in a moment the machine was high and dry again. After an hour or so of work on the magnets by T. O. Duggan, pilot of the car, the engine was started again and the auto was on its way again none the worse for the adventurous excursion. The car was driven for a half a mile down the beach along the water's edge and then across the dry sands again, where the aid of a team of mules was given by Manager Parrish of Sanborn ranch.

The thirty-four-mile trip from Lihue to Hanalei Bay had been made the day before, while that morning the pilot car party made the five-mile run to the end of the road beyond Hanalei at the waves.

The motor road on windward Kauai affords a distinct change of scenery from the other side of the island on the trip to Waialeale.

In place of the luxuriant cane fields and meeting valley rice fields that predominate on leeward Kauai, one finds more open land, more sweeping vistas of beach and ocean. While the Waimea road affords many fine views of the ocean, the Hanalei trip is a succession of sweeping panoramas of sea that make this road an excellent drive that has few equals. The leeward road leads farther inland, while the windward road hugs the shore; the Waimea side is more elevated, while the further end of the Hanalei road is through open grazing and pasture lands, though it passes through three plantations—Hanaula side of Lihue, Makee and Kilauea.

Down to the edge of the beach, up along cliffsides, circling bays and inlets, the Hanalei road is a series of surprising scenes, now revealing a broad sweep of tumultuous surf, now a long white stretch of froth-covered reef where the surf beats at the base of a palm and again the placid surface of some quiet bay.

Glimpsing this succession of ocean vistas in Hanalei Bay, the beautiful, famed throughout Hawaii, and that should be famed throughout the world. Beyond are the interesting coves, a short distance by foot or horseback beyond the end of the motor road. The pilot car party spent Wednesday evening as guests of Hanalei people at a beach party and the next day after the experience with the motor on the beach returned to Lihue.

On the stretch between Lihue and Hanalei is the only part of the perfect belt road on Kauai that remains to be macadamized. J. H. Moragne, county engineer, is busy at work on these few miles which will be completed within a few months.

Friday, the pilot car made the trip to Waialeale Falls, after taking the wrong road and driving a four-mile detour into the hills. Lack of road signs that would better the motoring tourist is to be speedily remedied on Kauai. A move to have the roads posted with directing and warning signs at all important crossroads and dangerous turns came to close at the meeting of the Kauai supervisors last week when it was voted to install these needed guide posts.

Waialeale Falls is one of the most accessible of the many scenic points on the Garden Island, being about seven miles from Lihue.

Waialeale Falls was the last of eight scenic points on Kauai to which The Advertiser Pilot Car party compiled road guides and information of value

CENSORSHIP RULES ARE MADE PUBLIC

Press Associations Agree To Proposals Made By Government

(By The Associated Press) WASHINGTON, March 24.—Regulations for the guidance of the press of the United States in handling news in the present emergency, framed by officials of the state, war and navy departments and accepted by representatives of the principal press associations, have been made public. The regulations are as follows:

"In view of the desire of the press of the country to refrain from the publication of information harmful to the public interest and with the intention of securing the maximum publicity, the following regulations are hereby issued for its guidance, which it earnestly requests be closely observed:

"Regulations: 1.—No information, reports or rumors should be published which tend to disclose the military policies of the government of the United States."

"(This regulation is directed against the publication of any news or comment which might reveal the strategic disposition or operation of armies or their subdivisions or the fleet or its subdivisions; any measures which might be adopted in consonance with the department of state for the furtherance of the American defense and, in general, any plans for the use of the army and navy during the existence of a national emergency.)

"2.—No information, reports or rumors should be published which tend to disclose:

"(a) Movements or employment of armies and their subdivisions; fleets and their subdivisions;

"(b) Movements of vessels of the navy or their arrival or departure from any port;

"(c) Departures of merchant vessels should not be mentioned, and it is desired that the names of the port of arrival be omitted;

"(d) Assemblies or movements, whether as groups or individuals, of officers and men of the military and naval establishments;

"(e) Transportation of mails, supplies or munitions;

"(f) Information of any designs, inventions or tests thereof; or of the manufacture, transport or distribution of implements of war;

"(g) Concentration of military or naval supplies or location of such supplies;

"(h) Activities in or about arsenals, fortifications, army posts, naval magazines, navy yards, naval bases and radio stations;

"(i) Publication of any maps, diagrams or photographs which in any way might seem of military or naval value;

"4.—No moving pictures should be displayed which are of military or naval value.

"5.—Any doubtful matter should be submitted to the authorized representatives of the department concerned, who shall give an immediate decision thereon and keep the inquiry made strictly confidential.

"6.—It is requested that no information, reports or rumors attributing a policy to the government in any international situation, not authorized by the President or a member of the cabinet be published without first consulting the department of state.

"Note.—The above regulations shall not be enforced in any matters officially given to the press by properly authorized officials."

HILO GUARD HAS A PLACE TO DRILL IN

HILO, April 6.—Hilo now has an official drill grounds and race track for the board of supervisors received a letter from Will Wayne, private secretary to Governor Pinkham, yesterday announcing that he was forwarding the formal executive order, No. 44, setting aside this land in Waikoa.

The new tract to be used as a drill ground for the national guard includes the old Honolulu Park and race track, with the surrounding land between Maunaloa and Kalaheiki Avenues. Most of this land will have to be cleared and put in shape before it can be used, but at least Hilo has the land and it is there to be used.

KOHALA HOSPITAL READY FOR PATIENTS

Miss Mina Robinson, nurse, arrived at Kohala, Hawaii, last week, to take charge of the new hospital which has been opened, says The Midland.

Miss Robinson is English and has only recently arrived from Australia, via the Orient.

The hospital which contains four teen beds has now received a full supply of necessary equipment and work can be undertaken immediately.

There were two candidates for ap praiser, H. B. Mariner, manager for the First Trust Company of Hilo, and R. T. Forrest. The election was a warm one, but Mr. Mariner was elected as the official appraiser to represent the property owners, while Mr. Forrest will represent J. S. Canario, one of the those owning considerable property along the road, but not as an appraiser.

There has been considerable delay in this proposed improvement and the board of supervisors has determined to push the work along as fast as possible just as soon as the appraisers can file their report and the land secured.

Plans in the hands of all County Engineers in the Islands.

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PLANS A FLEET OF U-BOAT CHASERS

Secretary Daniels Asks Motor Boat Builders To Confer With Him On Project

WASHINGTON, March 5.—Plans for the immediate construction of a large number of submarine chasers for use by the navy in coast patrol work were discussed with motor boat builders at a conference called by Secretary Daniels recently. The types of boats to be ordered, as well as the number, it is understood, will depend upon what the builders say as to the capacity of their plants.

The navy department has designs for several types of chasers, ranging from thirty-foot boats up to big, swift craft more than 100 feet in length. In order to make use of the small boat shops that dot the American coast, it is proposed to build many of the chasers of wood instead of steel in order to draw on an entirely different character of skilled labor and also to lessen the strain on the material market.

Naval officers generally have favored the larger boats. A boat 110 feet long would be able to keep the sea continuously in ordinary weather for a considerable period. Heavier guns could be carried than on smaller craft, and living conditions for the crew would be better. Small boat builders have not done commercial work of that size to any great extent, however, and it may be necessary to order several types in order to get quick delivery.

It has been estimated that the first chasers could be constructed in two months or less, and that duplicates could be produced at the rate of thirty to fifty a week thereafter. The engine supply probably would be the governing factor, but it is believed that with authority to require manufacturing plants to take navy orders this difficulty could be met.

The major shipbuilding companies furnished the secretary with written statements of their capitalization, contracts, plant plans, and other data necessary to distribution of the navy building program under the speeding-up re quirements recently authorized by congress. The information would be seen also to any movement to take over the plants for government operation but officials hope that this will not be necessary, as the builders have agreed to a flat ten per cent profit basis for government contracts.

Representatives of the manufacturer who supply machinery and equip ment for navy vessels will see the secretary to discuss their part in the speed up program. It has been said that rapid building is handicapped by the time it takes to produce engines more than by any other factor. The secretary plans to call upon engine and boiler builders for cooperation similar to that for which he is striving among the shipbuilders. Included in the gathering of manufacturers will be the representatives of the big electrical companies which supply electric-driven machinery for war vessels.

PROPERTY OWNERS WILL PROTECT SELVES

HILO, April 6.—Over thirty property owners of land along and fronting on Kilauea Avenue, formerly the Volcano Road, have organized to protect their interests in securing remuneration for such of their land as is taken for the widening of the road.

At a meeting held last week W. H. Johnson was elected chairman, while Miss Irene R. Kala was made secretary of the meeting. There was considerable discussion over the proposition by the supervisors that the property owners appoint an appraiser to act with the representative of the county. These two to choose a third, who shall determine the value of the lands it is proposed by the county to take for the road.

There were two candidates for ap praiser, H. B. Mariner, manager for the First Trust Company of Hilo, and R. T. Forrest. The election was a warm one, but Mr. Mariner was elected as the official appraiser to represent the property owners, while Mr. Forrest will represent J. S. Canario, one of the those owning considerable property along the road, but not as an appraiser.

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SPORTS

Program For June Meet Adopted By Racing Club

May Change Trotting and Pacing Race For Hawaiian-Breds From Last Day To First

The program of the coming June meeting of the Hawaii Polo & Racing Club was adopted yesterday by the racing committee of the club. There is a possibility that the trotting and pacing race for Hawaiian-breds, scheduled for the last day, may be transferred to the first day, taking the place on the program of the 1:15 class event, the latter race being shifted to the last day. There have been several requests from owners of Hawaiian-bred harness horses that this change be made.

The program follows:

Saturday, June 9

1.—2:15 class, trotting and pacing, free-for-all, mile heats, best two in three. Purse, \$400. Entrance fee, ten per cent of purse.

2.—Five furlongs, free-for-all, weight for age. Purse, \$250, of which \$50 goes to the second. Entrance fee, ten per cent of purse.

3.—Oriental Stakes. Six furlongs, Hawaiian-bred, owned and ridden by Orientals. Purse, \$300, of which \$75 goes to the second and \$25 to the third. Catchweights. Entrance fee, ten per cent of purse.

4.—Five furlongs, Hawaiian-bred, weight for age. Cup and purse \$200, of which \$50 goes to the second. Entrance fee, ten per cent of purse.

5.—The Oneonta Mile. One mile free-for-all, weight for age. Purse, \$400, of which \$100 goes to the second. Cup to winner provided the time of 1:41 4-5 be beaten. Cup at present held by Capt. R. E. D. Hoyle's Satisfac.

6.—Juvenile Plate. Three-eighths mile, Hawaiian-bred, two-year-olds. Piece of silver plate valued at \$100, and a purse of \$200 of which \$50 goes to the second. Entrance fee, ten per cent of purse.

7.—One mile and a half free-for-all, weight for age. Cup to be won twice by the same owner, and a purse of \$300, of which \$100 goes to the second. Entrance fee, ten per cent of purse.

Monday, June 11

1.—Trotting and pacing, free-for-all, one mile heats, best three in five. Purse \$450. Entrance fee ten per cent of purse.

2.—Queen's Cup. Six furlongs, Hawaiian-bred, weight for age. Purse, \$250, of which \$50 goes to the second. Entrance fee, ten per cent of purse.

3.—Three-eighths mile, enlisted men of the United States Army and National Guard of Hawaii, catchweights, riders in uniform. Purse \$175, of which \$50 goes to the second and \$25 to the third. No entrance fee, and not more than three horses to be entered by any one regiment.

4.—Half-mile, free-for-all, weight for age. Purse \$250, of which \$50 goes to the second. Entrance fee ten per cent of purse.

5.—Hawaiian Derby. One mile, Hawaiian-bred, three-year olds, colts to carry 126 pounds and fillies to carry 121 pounds. Cup presented by President E. Baldwin, which is to be retained by the winner until the winner's time be beaten; and purse of \$400, of which \$100 goes to the second. Entrance fee, ten per cent of purse.

6.—Five furlongs, free-for-all for qualified amateur riders. Piece of plate valued at \$100 to owner, and souvenir miniature to rider. Minimum weight, 160 pounds. Entrance fee, \$10.

7.—Seven furlongs, free-for-all, weight for age. Purse, \$300, of which \$50 goes to the second. Entrance fee, ten per cent of purse.

8.—Beech Stakes. Three-eighths mile, to be ridden for by ladies of the club. Bracelet to winner and souvenirs to second and third. No entrance fee.

9.—Honolulu Cup. One and one-quarter mile, free-for-all, weight for age. Purse \$1000, of which \$200 goes to the second. Entrance fee ten per cent of purse. Cup at present held by Mr. Angus McPhee's Miss Odorous.

10.—Roman Race. One-half mile, for enlisted men of the United States Army and National Guard of Hawaii. Purse \$150, of which \$50 goes to the second. No entrance fee.

11.—Four furlongs, Hawaiian bred, weight for age. Cup and purse of \$200, of which \$50 goes to the second. Entrance fee ten per cent of purse.

12.—Oriental race. Five furlongs, free-for-all, owned and ridden by Orientals. Purse \$250, of which \$75 goes to the second and \$25 to third. Catchweights. Entrance fee, 10 per cent of purse.

13.—Novice race. Ponies. One-quarter mile for ponies 14.2 or under, to be ridden by sons of members of the club or of army officers, under 16 years of age. Saddle to first, bridle to second, whip to third. No entrance fee.

Saturday, June 16

1.—Creola Challenge Cup. Trotting and pacing, one mile heats, Hawaiian-breds. Cup presented by D. P. R. Leenberg, provided the time of his mare Creola, 2:18, be beaten; and purse of \$300. No second money. Entrance fee, \$10.

2.—Half-mile, free-for-all, two-year-olds, colts to carry 118 pounds and fillies 115 pounds. Purse \$250, of which \$50 goes to the second. Entrance fee, ten per cent of purse.

3.—Six furlongs, free-for-all, weight for age. Purse \$300, of which \$50 goes to the second. Entrance fee, ten per cent of purse.

4.—Duke of Norfolk Memorial Stakes. One and one-half miles, Hawaiian-breds, weight for age. Purse \$300, of which \$50 goes to the second; and cup presented by Col. Z. S. Spalding, provided the time made by Francis B. owned by Harry A. Baldwin, 2:45 2-5, be beaten. Entrance fee, ten per cent of purse.

Why Coast League Scores Were Not Published Yesterday

Inquiries were made yesterday as to whether the Pacific Coast League had suspended play, the cause of the inquiries being the failure of The Advertiser to publish the scores yesterday morning.

So far as is known here the league is continuing play, but the closing of the radio stations to private business has thrown a great amount of new business on one cable line, and under existing circumstances it is improbable that any baseball scores can be received. It cannot be predicted when this service will be resumed.

Under date of Friday, Governor Pinkham has addressed the following letter to George P. Rodick, president of the Hawaiian Planters' Association:

Sir:—I hand you a copy of a proclamation issued this day relative to the food supplies of the Territory. The matter should be very seriously considered by the members of your organization. Your managers can do more to straighten this food problem than professional men.

Should the plantations undertake this matter, it seems to me it will work out to their and the Territory's advantage in peace and war. This sort of agriculture needs men of every-day sense, energy, persistence and self-reliance. Diversity has its obvious advantages.

CALLS ON PLANTERS RE FOOD SUPPLY

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The following sugar is reported as awaiting shipment on Kauai, according to Purser Thompson of the Kinohi: Kaha, 6450; Kaha, V. K., 2900; Kaha, 35,600; Kilauea, 4000; Kilauea, 25,021; McBryde, 53,595; Hawaiian Sugar, 11,362.

HOW BEAVERS FARED WHEN THEY ARRIVED IN COLDER CLIMATE

Kennedy Says Unkind Remarks of Coast Sporting Writers May Be Boomerangs

Honolulu's standing as a training camp will depend largely on what the Beavers do in the Coast League this year. The only point that any one can raise with reason is whether the change from Honolulu to San Francisco and other cities of the Coast is not too great, thus invalidating all the unquestioned advantages of the tropic climate of the Islands.

Lon Kennedy in the Portland Telegram, writing from Marysville, California, tells how Manager McCredie watched his players "critically at first, wishing to know whether their long journey from Honolulu had stiffened any of them, a north wind sweeping across the park, the boys started out as if they had been working every day, and it isn't thought that they will suffer any setbacks from the change of climate.

They Feel the Change

"After working in the balmy Honolulu climate, the sharper weather found here cut through the players like a knife. At first Manager McCredie was apprehensive that it might prove a serious handicap to the team as a whole, but later he reflected that it wasn't likely to do so, as they must get accustomed to cold weather, on account of opening at Salt Lake.

It will undoubtedly be somewhat frigid over there, and if the men had come directly from Honolulu to Salt Lake, they would have found them selves up against a tough proposition. By finishing their training here, they will take the first step toward hardening themselves, and at Salt Lake they will find it even chillier.

Not In Bad Shape

"The unkind things sporting writers in other cities of the Coast League have said about Portland taking such a long training trip are likely to prove a boomerang. Instead of their proving true, the men who wrote these stories are going to find, and those in San Francisco have already discovered that the men are not in such bad shape, and they are now realizing that the Beavers have plenty of time in which to prepare themselves for the final stages of the training season.

"For instance, the Beavers went out on the field Thursday, the first day they had their uniforms on since returning to the mainland, and none of them was troubled with his arms, except the pitchers, some of whom will have to go slow for a few days in order to get back their former effectiveness.

Pitchers Better Than Others

"Even these, however, are further advanced than the majority of hurlers in other camps, who have been training since March 1, while the Beavers started ten days earlier, and have done all their work in a warmer climate, one in which it was next to impossible to catch cold.

"It was just as well that the whole team stopped in San Francisco the first night after they landed from the Great Northern. All of the party, including those who were good sailors, found that their legs were a little wobbly when they struck terra firma (with the exception of the arms), and they had a strange whirling in their heads.

"Even the next morning, and on the train the next day, some of them noticed this, and it was only on the following day that they managed to rid themselves entirely of this feeling and find their land legs again."

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CHARLES S. CRAN. Manager.

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